## from One Side to the Other.

DISAPPOINTMENT IN STEEL

Railroads Are Reported to Be Very Scanty Buyers as Yet.

NEW YORK, February 7.—Speculation in stocks was quiescent last week and the professional element moved with hesitation and constant shifts from one side to the other. There is no further disguise of the disappointment felt over the slow progress of business in the iron and steel trades. Demand for finished products is meagre and price concessions on the part of the minor companies are absorbing most of what business there is, with an effect of growing friction with the larger interests which are attempting to maintain prices. Buyers of steel products cite the probable reduction of duties to be effected in the coming tariff revision as promising to make for lower prices.

Raliroads are reported to be scanty buyers of steel products as yet. In the case of many raliroads various litems of expense especially maintenance of way and equipment, show increases over the same items in December of the year preceding.

As the average operating expenses

reases over the same items in December of the year preceding.

As the average operating expenses of railroads in December of 1907 were still expending, compared with the preceding year, it must be concluded that the railroads find themselves driven to more liberal outlay for maintenance after the strict economics, running to the verge of starvation, which marked the policy of the whole of last year.

tenance after the strict economics, running to the verge of starvation, which marked the policy of the whole of last year.

Reduction in Copper.

In the copper trade the reduction in the asking price by the principal producing interest during the week was the subject of widespread discussion, but reports as to its effect in securing orders were confused, and even directly conflicting. While United States Supreme Court's decision against the wall paper trust outlawing its claims for collection of a debt had no perceptible direct effect on values of stocks, it was considered of farreaching importance in its bearing on the general position of corporations subject to the restraint of Federal government and the expected decision on the case to test the commodities clause of the Hepburn law and the important consequences of that decision to the anthracite carriers especially is a subject of anxious concern to holders of those securities.

The local money market at last began to show some effect from the numerous demands making upon it. Money conditions abroad sensibly relaxed with the settlement between Turkey and Bulgarla, and discount rates receded at all the great foreign money centres.

The heavy demands for capital upon the London market have brought about some congestion of new issues, and the effect is seen in the depression of glitedged securities and in growing difficulty in the flotation of new issues. The investment appetite for new issues shows no sign as yet of abatement, and confidence is expressed in the maintenance of case in money rates as long as demand for credits in commercial lines remains at its present low ebb.

Lynchburg Tobacce Market.

[Special to The Times-Dispatch.]

LynchBurg, VA., February 7.—The receipts of dark tobacco on the local market during the past week showed a decrease of 800,000 pounds when compared with the previous week, the sales aggregating 698,806 pounds.

The offerings continue largely of the better grades, and it is generally very good in quality and condition, but much of it is rather small in size. There was some lots of half beaten tobacco, which sold very low. The trade was fairly active and prices were about as for the past several weeks.

The report of John L. Oglesby, of Lynch's warehouse, shows that the sales during the present season have aggregated 13.53,1500 pounds, this being an increase of 6,313,100 pounds over the past season.

The quotations are from \$4 to \$8 for lugs; \$5 to \$15 for leaf and from \$15 to \$25 for wrappers.

Estimate of Rice.

Estimate of Rice.

HOUSTONA TEX., February 7.—A. E. Graves, secretary of the Texas-Louisiana Farmers Association, has given out an estimate of the rice now held by farmers and by mills. According to his figures, there are 800,000 sacks of clean and rough rice in Louisiana and 917,000 in Texas, of which latter 510,000 is rough.

Mr. Groyes estimates, that 200,000

Mr. Groves estimates that 300,000 sacks will be needed for seed, leaving a total available supply of 1,417,500 sacks.

## Shoots Himself in Foot.

Shoots Himself in Foot.

[Special to The Times-Dispatch.]

STONY CREEK, VA., February 7.—
Victor Raines, a prominent young farmer of Sussex county, accidentally shot a lond of buckshot through his foot last night. He was brought here to the office of Dr. William D. Prince, who rendered the necessary surgical attention.



with dispatch.

S. T. Beveridge & Co.

1217 E. Cary St., RICHMOND, - VA.

# Constant Shifts in Speculation THE STOCK MARKET OF THE WEEK Doubt Over the Argentine Ex-

(From the New York Evening Post of Saturday.) STOCK EXCHANGE TRANSACTIONS.

| This | Last | Last | Two years | Three | Week | Week | Week | Week | Year | AgO, years ago | Shares | 2,578,549 | 3,206,364 | 2,824,700 | 3,710,456 | 5,085,500 | 3,115,75,000 | 38,254,000 | 315,163,000 | 462,000 | 817,000 | 1,295,000 | 2,200,000 | Shares | 1000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 | 1,00 

THE STOCK MARKET OF THE WEEK.

Railway and Miscellaneous Shares.  the following table shows the week's highest, lowest and closing prices, idual sales and net charges of all securities sold on the New York Stock ange this week. High and low prices are also given for the full year 1908											
1909 ; 1908.	1900					ary 6. Net	1				
Low.	High.	Low.	Sale		Low.	Close, ch.	1				
5	15%	141/4	Allia-Chalmers Co 500		141/2	14%+ %	1				
14	50	46	Allis-Chalmers Co., pr 40		463/4	46%	1				
461/4	0.177	7256	Amalgamated Copper 180.94	0 76%	7296	74%+ 11/8	1				
4	94	734	American Can	U De	7314	814+ 78	1				
44	7754	71%	American Can, pr 16,00	0 7754		75 + 2	r				
2614	51	47%	American Can, pr 16,00 Amer. Car and Foundry. 38,70 Am. Car and Foundry. pr 1,01	0 51	481/2	501/2+ 2	ě				
8414	111	108	Am. Car and Foun., pr 1,01	0 111	110	111	î				
2494	66	421/8	American Cotton Oil 7,80 American Cotton Oil, pr. 20		511/2	52¼+ ½ 100 + 2	c				
88	100	98	American Cotton Oil, pr. 20		9914 5514	5234+ 1/2 100 + 2 55 + 1/4					
8134	5814	551/6	American Lecomotive 5.35		8214		0				
87%	89% 104%	805% 101	American Smelting 54,15 Amer. Smelting, pr 5,20	0 103	10116	$\begin{array}{c} 102\% + 1\% \\ 130\% + 1\% \\ 127\% + 2\% \end{array}$	10				
9894	134	127	American Sugar . 180	121	128%	130 % + 136	L				
101	14756	125	American Tel and Tel., 6.60	0 127%	126	127%+ 23%	1				
7214	94	91	American Tel. and Tel. 6,00 American Tobacco, pr 1,91 Anaconda 10,78	0 92	9014	110 1 1/4 L	t				
271/2	5056	43	Anaconda 10,78	0 461/4	4314	45%+ 21%	1				
66	1011/8	9736	Atchison	U. LUVSA	9914	9914-1- %	r				
83%	102	10114	Atchison, pr 2,80	0 102	1011/4	101%+ ¼ 109¼+ 1	t				
591/2	111	1071/	Atlantic Coast Line 1.24	0 1001/2	1081/4	10914+1	8				
761/4	1121/2	108%	Baltimore and Ohlo 24,91	1 *10814	*1071/2	*107% - 14	t				
80	9316	92	Baltimore and Ohio, pr., 20 Bethlehem Steel		02 2434	93 - 14 251/4+ 11/2	T				
12 3714	2614	221/4	Bethlehem Steel 60	71%	681/4	71 + 278	a				
2514	7214 68	5556	Brooklyn Rapid Transit,130,66 Chesapeake and Ohlo214,50	0 67	61%	65%+4	1				
314	1114	634	Chicago Great Western, 9,83	0 8%	7	716- 16	b				
1031/2	15184	144%	Chi Mil and St Paul 48.53	1461/2	*1441/2	*144% - 14					
138	167	163	Chi., Mil. and St. Paul 48,53 Ch., M. and St. Paul, pr. 1,50	0 *1641/2	*163	*16416+ 2	954				
13514	185	17314	Chicago and Northwest, 2,42	0 178	1731/2	1771/2 31/2	C				
1351/g 471/g	73	68	C., C., C. and St. Louis., 90	0 701/4	70	70 + 1	O				
15%	451/2	35%	Colorado Fuel and Iron, 9.20		3834	3914+ 14	8				
21	681/4	* 5754	Colorado and Southern). 3,84		6034	64 + 3	t				
60%	851/2	761/2	Col. and South., 1st pr 2,30	0 84	801/2	8214+ 114 79%+ %	e				
39%	841/2	731/4	Col. and South, 2d pr 2,73		781/4	79%+ %					
96 14114	1654	17414	Consolidated Gas 32,00 Delaware and Hudson 65	0 177	175	17644 114					
141/4	182%	3756	Denver and Rio Grande.148,70		41%	176½+ 1½ 46½+ 5 86¼+ 4¼	7				
8914	86	7914	Den. and Rio Gran., pr., 17,50		8116	8614+ 414	b				
271/4	4034	351/2	Distilling Securities 2,00	0 38	8114 3614	37 + 1/4	N.				
12	34%	28%	Erie 23,79	0 3116	29%	30%+ %					
24%	511/2	41	Trie 1st pr 280	0 47	441/6	4514- 14	1				
16	401/2	33	Erie, 2d pr	0 35%	35	351/4 1/4	1				
111	158	152	General Electric Co 70	0 154	162	15254+ 54	t				
11354	1451/4	14016	Great Northern, pr, 12,70	0 142%	1401/6	140%-1%	t				
12216	74	70	filinois Central 8.20	0 72	*140 %	*141	1				
634	140	140%	Illinois Central 3,20 InterMetropolitan 5,60		1476	151/4+ 1/4	1				
1716	4934	40	InterMetropolitan 5,60 InterMetropolitan pr. 6,70 International Paper 1,10		41	411/2 1	1				
8	1216	1114	International Paper 1.10		111/4	1114- 14					
47	56%	5416	Int. Paper, pr 30		6412	E6 4 76	1				
18	433%	39	Kansas City and South. 45,30		40	42 + 194	1				
46	74%	6914	Kan. City and South., pr 6,10	0 72%	71	721/4+ 3/4	8				
8714	127%	121	Louisville and Nashville 3,20		12115	123 + 2	1				
16	2754	241/2	Merchant Marine, pr 3,30 Mexican Central ctfs 7,90		2414	241/4 1/4	3				
141/2	2514	211/2 403/a	Mexican Central ctfs 7,90	0 2214	2114	2178 78					
1734	44.76	40%	Mo., Kan, and Texas 53,98 National Lead, pr 60	0 43%	40%	43 + 176	ß.				
871/2	1091/4	105%	National Lead, pr 60	00 10914	10716	1001/4+ 21/4	ď.				
2014	13234	123	New York Central 28,30	0 128%	1251/4	12674+ 34	15				
58	93%	45	N. Y., Ont. and Western 21,70 Norfolk and Western 20,60	0 481/2	901/4	47%+ 76 90%	10				
11674	14314	137	Northern Pacific 17.70		137	13714+ %	1				
24	3634	2954	Pacific Mail 1.60	0 3244	2014	321/2+ 27/8					
108%	135	1305	Pennsylvania Railroad., 25,8	00 132%	13094	13114	1				
0.0	11011	40111	13 1 - 1 - C1	W 4401	100	1003/ 1 95/	100				

BOND MARKET OF THE WEEK, Railway and Miscellaneous Bonds.

909.	Sales		THE	150	Net
Low.	\$1.00		High.	Low.	Close, ch.
81	86	Allis-Chalmers viies	82%	821/4	8214- 1/2
96 74	117 607	American Cotton Oil 4½s	97 76 %	97 74	97 74 — 2
10514		American Tobacco fours	10754	10514	
106	3	American Tobacco sixes, reg	106%	106	106 - 14
9154	6	Amer Tel and Tel col fours	9234	92	106 - 1/4
100%	575	Amer. Tel. and Tel. col. fours	10115	101	101%+ 1/6
92	21	Atch., T. and S. Fe adj. fours	9416	94	941/4+ - 76
911/4	18	Atlantic Coast Line fours	97	961/4	961/2
86	78	Atlantic Coast Line L and N fours	9134	9038	01 + 34
93	400	Paltimore and Ohio prior lien Mas	9414	9416	94%+ 14
1001/4	78	Atlantic Coast Line, L. and N. fours Baltimore and Ohic prior lien 3½s Baltimore and Ohic gold fours	10114	101	101
99	9	Baltimore and Ohio gen, fours, reg	99	99	99 - 134
8114	1,862	Brooklyn Rapid Transit con, fours	8474	83%	8416+ 16
10836	7	Central of Georgia Railway con fives	111	11014	111 + 114
63	20	Central of Georgia Railway con fives. Central of Georgia Ry. second inc	63	63	63
11456	27	Chesapeake and Ohio con, fives	11614	11614	116%+ 1/8
1131/2	3	Chesapeake and Ohio con, fives	11434	11436	1141/2+ 1
- 104	22	Chesapeake and Ohio gen. 44s	106%	1061/8	10014- 14
901/4	ĩ	C. and O. Coal River fours	9014	9014	9014 74
100	18	C and O R and A first con fours	10056	1001/4	100161 16
10714	7	C and O Cr Valley first fives	110%	110%	110% - 314
9014	11	C. and O. Cr. Valley first fives C. and O. Big Sandy fours	91	90%	91 + 13
10294	10	Chi., Mil. and St. Paul gen. fours, s. A.	10334	103	103 1/
93	8	Chicago and Northwest, gen. 31/28	93%	933%	93%- 3%
9754	65	C., C., C. and St. Louis gen. fours	9814	98	93% - % 98% - %
971/2	75	Colorado Southern fours	9834	9814	9816
96%	398	Colorado Southern fours	9934	9952	981/2 991/2 3/8
10114	36	Delaware and Hudson cvt. fours	102	10114	0914— % 10114— 14 7714— 14
76	11	Dist. Sec. Corp. fives		77	271/- 1/
85	25	Erie prior lien fours	88%	88	771/4— 1/4 887/6+ 1/6
701/4	14	Erie gen. lien fours	7234	711/4	72%+ 1%
138	34	General Electric fives	13814	138	1381/2
87%	1	General Electric fives	88	88	CC _L 1/
104	3	International Paper first sixes	105	105	105 - 116
7614	766	Inter-Metropolitan 4368	8014	7914	79%+ % 109%+ ¼
10894	3	Louisville and Nashville col. tr fives	109%	10934	79%+ % 109%+ %
100%	106	Louisville and Nashville unl. fours	1014	10114	101124 14
98 %	33	Louisville and Nashville col. tr. fives Louisville and Nashville uni. fours Manhattan Rallway con. fours	9934	99	10 - 14
85	5	Metro, Street Rallway gen fives.	. 85	85	85 - 3
84	35	Metro, Street Rallway gen, fives Mexican Central con, fours	851/4	84%	84%+ 34
08%	44	Mo., Kan. and Tex. first fours Mo., Kan. and Tex. second fours	100	9934	100
8734	7	Mo., Kan, and Tex, second fours	887/8	8898	88%- 14
7834	303	Missouri Pacific fours	8494	8194	8414+ 216
9814	12	N. Y., Ont. and Western fours	9916	99	99
931/8	411	Norfolk and Western cvt. fours	9774	9714	077V L 37
98	24	Norfolk and Western con, fours	99	98%	9914 - 14
. 931/4	23	Norfolk and Western con. fours Norfolk and Western div. fours	94%	94%	9914+ 1/2
10248	73	Northern Pacific first fours	104	1031/2	9934 14 94%+ 34 1034+ 34 9854 10456+ 34
98%	15	Pennsylvania Railroad fours of 1906s	9854	9856	9554
1041%	134	Pennsylvania Railroad fours, 1948s Pennsylvania Railroad conv. 314s, 1913. Pennsylvania Railroad cvt. 314s, 1915	104%	10414	104%+ %
98	23	Pennsylvania Railroad conv. 34s. 1913.	5832	9856	B578-
9484	162	Pennsylvania Rallroad cvt. 31/4s, 1915	9576	95%	95%- 1/8
9394	182	Reading gen. fours	100%	100	100% - 16
99	5	Republic Iron and Steel fives		100 %	10036 + 36
94%	339	Southern Pacific rfg, fours,	. 95%	9516	10036 + 36 95% + 56
76	688	Southern Rallway fours	7916	7814	79 + 76
106	92	Southern Railway con, fives	, 113	1115%	113 + 1"
10214	6	Southern Railway fours	. 103	103	103 + 76
117	17	Texas and Pacine Brst fives	. 118	118	118 - 36
102	70	Union Pacific first fours	103 %	10334	10334+ 76
96%	225	Union Pacific rfg, fours	. 99	98%	1037a+ 76
1021/8	722	United States Steel fives	10376	10356	103 %
93%	268	Virginia-Car, Chemical fives	9714	9136	9614+156
95	2	Virginia-Car. Chemical fives Virginia Iron, Coal and Coke fives	96	96	96
11214	35	Wabash first fives	. 11434	1135%	
10216	13	Wabash second fives	104	16316	10016-1

ports Strong Factor in Wheat.

ANIMATION IN CORN

Cotton Markets Were Dull and Heavy Throughout the Past Week.

when the sit did as that line a year was a partial recession. Description of the year of the property of the year of the property of the year of the property. The is a well-built eight of the year of the property. The is a well-built eight of the year of the property. The is a well-built eight of the year of year on on year of year on the year of the year of year on on year of year on the year o

Capital, - -\$200,000.00

# Depository for the State of Virginia and City of Richmond

Business, Personal and Savings Accounts Solicited. SPECIAL ATTENTION TO SAVINGS ACCOUNTS. 3% INTEREST ALLOWED

Residence Destroyed.
[Special to The Times-Dispatch.]
STONY CREEK, VA., February 7.—
Friday night about 9 o'clock the residence of Milton Webb, who lives five miles from this place, was totally destroyed by fire. Nothing was saved, as Mr. Webb and family had gone to an oyster supper in the neighborhood.

Virginia Navigation Company
JAMES RIVER DAY LINE,
STEAMER MOBJACK LEAVES FROM
OLD DOMINION WHARF MONDAY, WEDKESDAY and FRIDAY at 7 A, M. for Norfolk, Portsmouth, Old Point, Newport Ne 's,
Claremont and James River landings, connecting at Old Point for Washington, Baitimore and the North, Electric Cara direct
to the wharf. Tickots on sale at Richmond
Transfer Co, 809 East Main Street; 808 East
Main Street, or on wharf or steamer. Fare
to Nortolk, one way, \$1.25, Round trip,
\$2.56; second-class, \$1.06, Meals, 50 cents
Freight received for above-named places
and all points in Easter: Virginia, North
Carrels baggage and express.

"Carries baggage and express.

"Carries baggage and express.

"Limited, except Sundays and holl:lays,
and all points in Easter: Virginia, North
Carrels baggage and express.

**EGYPT** 

ORIENT

TURKEY

HOLY LAND

Mediterranean

# MONEY TO LOAN

Life Insurance Co. of Virginia

Mr. J. T. LAWRENCE, NOME OFFICE, RICHMOND, VA.

Savings Bank of Richmond

Richmond Real Estate, 1117 East Main Street.

Railroads.

## Southern Railway.

TRAINS LEAVE RICHMOND,
N. B.—Following schedule figures published only as information and are not
tusranteed:
6:20

lished only as information and are nog guaranteed;

6:20 A. M.—Daily—Local for Charlotts.

11:00 A. M.—Daily—Limited—Buffet Broiles to Atlanta and Birningham, New Orleans, Memphia, "hattanooga, and all the South, Thougas coach for Chase City, Oxford, Durnaum.

6:00 P. M.—Ex. Sunday—Keysville Local.

12:20 A. M.—Daily—Limited Puliman ready.

9:30 P. M. for all the South.

YORK RIVER LINE.

4:30 P. M.—Ex. Sunday—Lowest Point—connecting for Baltimore Monday, Wednesday and Friday.

2:15 P. M.—Monday, Wednesday and Frischen, Local to West Point.

TRAINS ARRIVE RICHMONLY.

From the South: 7:00 A. M., 9:32 P. M., daily (Express).

8:40 A. M., Ex. Sunday—Local to West Point.

From West Point: 9:20 A. M., daily, 10:45 A. M., Wed, and Fri; 5:45 P. M. Ex. Sunday.

8:E. BURGESS, D. P. A., 9:20 E., Main St. Phone 455.

### Richmond, Fredericksb'g & Potomac R. R. SCHEDULE EFFECTIVE JAN. 4, 1909.

Leave Richmond | Arrive Richmond 

ASHLAND ACCOMMODATIONS-WEEKDAYS. Leave Elba Station—7.45 A.M., 1.45 P.M., 6.30 P.M Arxive Elba Station—6.40 A.M., 19.40 A.M., 5.40 PM

\*Daily. †Weekdays, ?Sundays only. \*Daily except Monday. All trains to or from Byrd Street Station stop at Elba. Time of arrivals and departures not guaranted. Read the signs, [All Pullman cars, no local stops.

### SEABOARD AIR LINE

SCUTHBOUND TRAINS SCHEDULED TO
LEAVE RICHMOND DAILY,

9:10 A. M.—Local to Norlina, Raleigh,
Charlotte, Wilmington, 12:25 P. M.—Sleepe"2 and coaches, Atlanta, Savannah, Jacksorville and Florida points. 9:32 P. M.—
Forida Limited, daily except Sanday, 16:55
P. M.—Sleepers and coaches Savannah, Jacksonville, Atlanta, Birmingham and Memphi,
NORTHBOUND TRAINS SCHEDULED TO
ARRIVE RICHMOND DAILY,
5:30 A. M., 7:18 A. M. (daily except Monday), 5:05 P. M., 5:45 P. M.
H. S. LEARD, D. P. A. SCUTHBOUND TRAINS SCHEDULED TO

Norfolk & Western Railway

Schedule in Effect October 18, 1908,
Leave Byrd Street Station, Richmond,
Daily: FOR NORFOLK: 9:60 A. M., 2:60
P. M. and 6:00 P. M. FOR LYNCHBURG
AND THE WEST: 9:00 A. M., 12:10 P. M.,
9:10 P. M. Arrive Richmond: From Norfolk, 11:45 A. M., 6:50 P. M. From the
West: 7:00 A. M., 2:05 P. M., 8:15 P. M.
Pullman Parlor and Sleeping Cars. Cafe
Dir.ing Cars.
W. B. BEVILL,
Gen. Pass. Agent, District Pass, Acequ Schedule in Effect October 18, 1908.

Chesapeake & Ohio Railway

Chesapeake & Unio Kaliway

9:00 A. | Fast daily trains to Old Point,
4:00 P. | Newport News and Norfolk,
7:40 A.—Daily. Local to Newport News.
5:00 P.—Daily. Local to Newport News.
8:50 P.—Daily. Local to Old Point,
2:00 P. | Daily. Louisville, Cincinnati, Cil1:00 P. | Cago and St. Louis Pullmans,
8:50 A.—Daily. Ch'ville, exc. Sun. C. Forge,
6:113 P.—Week days, Local to G'ville,
10:00 A.—Daily. Ch'ville, exc. Sun. C. Forge,
5:15 P.—Week days, Local to G'ville,
10:00 A.—Daily. L'burg, Lex., C. Forge,
5:15 P.—Week days, To Lynchburg,
TRAINS ARRIVE RICHMOND,
Local from East—1:46 A. M., 8:15 P. M.
Through—Tion East—1:46 A. M., 7 P. M.
Local from West—8:35 A. M., 6:50 P. M.
James River Line—8:35 A. M., 6:50 P. M.
James River Line—8:35 A. M., 6:50 P. M.

Virginia Navigation Company Richmond and Petersburg Electric Railway

North German Lloyd S.S. "Grosser Kurfuerst" Days \* \$350 Upwards From New York Feb. 11, 1909 74 Days

No extras except side trips. Passengers entertained free of charge at each port of call. Tickets for the cruise have privilege permitting passengers to return before August 1, 1999, without extra charge, by any steamship of the company.

OELRICHS & CO., Gen. Agts. & BROADWAY, N. Y. CITY

S. H. BOWMAN, 808 East Main Street, Richmond, V.:. RICHMOND TRANSFER CO., 809 East Main Street. Richmond, Va.